

Today's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE HONGKONG AND WHAMPOA DOCK CO., LIMITED, AND

IN THE MATTER OF THE COMPANIES (MEMORANDUM OF ASSOCIATION) ORDINANCE, 1890.

NOTICE is hereby given that a PETITION was on the 14th day of August, 1899, presented to the Supreme Court of Hongkong by the above-named Company to confirm a SPECIAL RESOLUTION of the Company unanimously passed at an EXTRAORDINARY GENERAL MEETING of the said Company, held on the 31st day of July, 1899, and subsequently confirmed at an Extraordinary General Meeting of the said Company held on the 19th day of July, 1899, and which Resolution runs as follows:

That the Memorandum and Articles of Association submitted to this Meeting be and the same are hereby approved with the following alterations made therein.

- 1.—With the words "in Hongkong and elsewhere" inserted in clause 3 section 2 of the said Memorandum of Association between the words "to carry on" and the words "the business of";
- 2.—With the number 5 placed before the last clause in the said Memorandum of Association beginning "the Capital of the Company" and with the latter portion of such clause beginning with the words "with power to divide" down to the end of the clause eliminated;
- 3.—With the words "as the General Meeting resolving upon the creation thereof shall direct and if no direction be given" inserted in Article Number 37 line 2 of the said Articles of Association between the words "annexed thereto" and the words "as the Directors shall determine";
- 4.—With the words "if any" inserted between the words "sums" and "as" and the words "in General Meeting" inserted between the words "Company" and "may" in Article Number 74 line 3 of the said Articles of Association;
- 5.—With all the words after the word "shall" in line 1 of Article Number 69 of the said Articles of Association eliminated down to the end of the Article and with the following words inserted in lieu thereof "three days at least previously to the Meeting" be served on the registered holders of shares in the manner in which notices are hereinafter directed to be served.

And that pursuant to the provisions of the Companies (Memorandum of Association) Ordinance 1890 the form of the Company's constitution be altered by substituting such memorandum of Association with extended objects as therein set forth (after making the before mentioned alterations therein) and such Articles of Association (after making the before mentioned alterations therein) for the Company's Deed of Settlement dated the 29th of August, 1893, and for all regulations of the Company subsequently made and now in force and that the Directors be authorised to apply to the Court to confirm this Resolution under the said Ordinance.

And Notice is further given that the said Petition is directed to be heard before the Honourable WILLIAM MELHORN GOODE, Acting Chief Justice, on MONDAY, the 30th day of October, 1899, at 10.30 A.M. and any person interested in the said Company whether as creditors or otherwise desirous to oppose the making of an order for the confirmation of the said resolution under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated the 14th day of September 1899.
DEACON & HASTINGS,
Solicitors for the Company,
35, Queen's Road Central,
Victoria, Hongkong.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

TOMORROW (SATURDAY) the 30th instant, at 3 P.M.

Ranges: 500 and 600 yards.

STRAWBAY S. NORTHGATE.

Hon. Sec.

Hongkong, 29th September, 1899. [12314]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KAIFONG."

Captain Laver, will be despatched as above

TOMORROW, the 30th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th September, 1899. [12314]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain Coburn, will be despatched for the

above Port, on MONDAY, the 2nd October,

at 4 P.M.

This steamer has Superior Accommodation for

Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 29th September, 1899. [12222]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

From London & Co., 25 S. S. Hindley.

From Persian Gulf, ex B. J. S. N. and B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods cleared by the 31st October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

[Hongkong, 29th September, 1899.]

Today's Advertisement.

CHINESE IMPERIAL GOVERNMENT
7 PER CENT SILVER LOAN
OF 1886, E.

26TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1899.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION
Agents issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, 29th September, 1899. [12424]

Intimation.

A. S. WATSON & Co.,
LIMITED.

SEEDSMEN.

OUR SHIPMENTS OF FLOWER AND VEGETABLE

SEEDS

OR THE SEASON 1899-1900 ARE NOW

READY FOR DELIVERY.

Orders are executed from New

Stock only.

Priced Catalogues, with Hints for

Gardening, can be obtained

on application.

These SEEDS are supplied to us

by the BEST growers in the World.

It is particularly requested that care

be taken when sowing, and super-

vision exercised over Chinese gar-

deners, whose incompetence in deal-

ing with the seeds may sometimes

lead to disappointing results.

CLAY'S FERTILIZER

Supplies natural nourishment to

the soil.

IN TINS.

10lbs. each \$1.75

25lbs. \$1.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in

the Market. Supplied at

Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDEN-

ING FOR THE TROPICS.

PRICE \$7.50.

A. S. WATSON & Co., Limited.

ESTABLISHED A.D. 1841.

BIRTH.

At the (80th) Hotel, on the 27th instant,

Mr. ANNIE SILVERMAN, of a girl. [12404]

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 29, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

Dundee, one of the points mentioned in

the Reuter's telegram which we publish to-

day as being occupied by British troops, is

situated on the Durban-Johannesburg Rail-

way, a short distance from where the line

enters the Transvaal in the neighbourhood of

Majuba Hill and Laing's Nek. Ladysmith,

the town at which the two regiments are

mentioned as having arrived is situated on

the same railway, but is nearer the coast

and is a junction from which a branch line

runs to Harrismith, just within the borders

of the Orange Free State. Charleston,

where it was stated in a previous wire that

the Boers were assuming an aggressive

attitude, is a little to the northward of

Majuba Hill and Laing's Nek and may be

styled the frontier town of the Boers on

the Durban-Johannesburg line. It will

thus be seen that the three thousand

five hundred men at Dundee are ready

either to move on this position or repel any

attack made on Natal from Charleston by

way of the railway. The two regiments at

Ladysmith are in a position to either go

to the relief of the troops at Dundee if required,

to attack the Orange Free State force or repel

a descent upon Natal from the Orange Free

State. The other preparations mentioned

in the telegram evidently point to a very

large force being prepared for the Transvaal

and serve to show that a most uncompromising

attitude is likely to be taken at the

meeting of the Cabinet which is to be held

to-day. Upon the decision of the Cabinet

will probably depend the question of peace

or war.

OVERCROWDING AND PLAGUE.

At yesterday's meeting of the Sanitary Board a very telling and able speech was made by Dr. CLARK, the Medical Officer of Health, upon the state of the city. We greatly regret that want of space prevents our reporting it verbatim. The text of his speech was "fresh air," and it is undoubtedly fresh air that is needed in Hongkong. Take a stroll through the Chinese quarters of the city, the breeding places of plague, and note how horribly the houses are crowded together. "Surely," says Dr. CLARK, "it cannot be that the Colony's property is in the hands of men to whom the physical and moral welfare of the community are naught in comparison with their illicit gains from the rack-renting of foul broths and fester tenements." Yet such would appear to be the case, for on every side we see houses being run up,

storey upon storey, and it is generally understood that these buildings are constructed not with a view to their sanitary excellence, but solely with the idea of allowing the smallest amount of wasted space permissible by law. If the law prescribes a fifty foot air passage the architect is instructed to see that not an inch more than the fifty feet is given to it, his duty, as shown to him by his employer, being to crowd as many human beings as possible into the space at his disposal. Yet despite this disgraceful state of affairs, despite the fact that the inadequacy of the building regulations of the Colony is apparent to the veriest simpleton, we have the Insanitary Properties Bill still hanging fire. We have stated before that Hongkong requires to be expanded, and expanded in a considerably less expensive manner than is taking place at present, then only can this overcrowding be done away with. Rents are at the present time higher than they have been for years and the landlords must be reaping a golden harvest, yet despite this fact the tendency is growing to crowd as many persons into one building as can possibly be accommodated, without any regard for the public health. How can we hope to free the Colony from plague while such a state of affairs is allowed to continue?

TELEGRAMS.

(By Telegraph.)

AN UNPROFITABLE EXPEDITION.

Special to the "Hongkong Telegraph."

LONDON, 29th September.

The American cruiser *Yorktown* has

arrived here. It is said that she came in

search of the *Filipino Junta*, reported to

have been established in the Colony, but

found it to be a mere nest.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, September 27th.

Three thousand five hundred British troops

are encamped at Dundee near the Natal-

Transvaal border and two regiments have

arrived at Ladysmith. A detachment of the

balloon section of the Royal Engineers will

sail for South Africa on Saturday and another

detachment of Engineers, 1,400 strong com-

prising 200 officers will sail in the *Bremer*

Castle next week. Great Britain has arranged

for a shipment of 3,000 mules from New Orleans

to South Africa in October.

A. R. The Telegraph Co. attaches a memo

to this message as follows:—This Telegram has

been received in an incorrect state. The cor-

rection will arrive later.

WEATHER REPORT.

The Observatory report says:

On the 29th at 11.55 A.M. the barometer has

fallen slightly on the E. coast of China, risen a

little on the S. coast. Pressure remains high

over China, with moderate gradients and fresh

monsoon on the coast and in the N. part of the

China Sea. FORECAST:—Moderate N. winds;

fair.

LOCAL AND GENERAL.

WE learn that the Admiral is to proceed on a

tour, up the Yangtze in H.M.S. *Albatross*.

THE U.S. gunboat *Princeton*, with the Hon. E. H. Conder, Minister to Peking, on board, was

under orders to leave for Canton this afternoon.

After a brief stay the vessel will proceed to

Manila.

THE trial of the two prisoners in the Hunggho

murder case was adjourned yesterday for the

purpose of allowing the Government Analyst to

determine whether the marks on the blade of the

chisel are blood stains.

THROUGH our columns, Miss Janet Waldorf

and Company wish to tender their heartiest

thanks to the amateurs who have so willing-

ly come forward and helped them in their endeavours

to entertain the theatre-going community of

Hongkong.

THE band of the Hongkong Regiment will

play at the Hongkong Hotel to-morrow (Satur-

day) evening from 8 p.m. to 9.30 p.m. 17

PROGRAMME:

March.....Piquet.....Supper.

Quadrille.....Piquet.....Strains.

Nale.....My Queen.....Coffee.

Schottische.....Reminis. of Scotland.....Doffery.

Schottische.....Piquet.....Tea.

Palka.....Reminis. of Palka.....Julien.

"God save the Queen."

In another column, under "News from Japan,"

re "absconding foreigner," the defaulting

gentleman is not only wanted in Yokohama,

but also in Shanghai, where he was secretary

of a certain club, and dabbled a good deal in

insurances, and "did the grand" with horse

and trap and brougham.

A native dispatch says that on the 13th inst. a

fire broke out in the Cantonese Club at Peking,

caused by the up-setting of a lamp and destroyed

about thirty houses. The fire occurred on the anniversary day of the *coup d'etat* and the coincidence is superstitiously believed to portend the downfall of that prosperous institution.

AN exchange says Captain C. Olsen has left Japan on the steamship *Sado-maru* for a visit home. The Captain is an old and tried skipper in the Nippon Yusen Kaisha, and because of his faithful services the Company have given him a passage home and presented him with a cheque for yen 1,000. He will, if all goes well, return to his duties in March next.

It is officially announced, says the *Japan Mail*, that any foreigner desiring to obtain naturalization in Japan by the process of adoption (*yeshi*) or marriage (*shinji*) must apply for the permission of the Minister of State for Home Affairs through the chief local official of the district where he is domiciled or resides; and persons seeking naturalization by the ordinary process, or desiring to recover his original nationality, must apply to the Minister of Home Affairs through the chief local official of his place of residence.

H.M.S. *Phigelia* is proceeding from Japan to Shanghai, at which port she will remain until relieved by H.M.S. *Bonaventure*, now in dock here, and afterwards come south.

LAST evening, on the *Praya*, just at the west corner of the Public Hall, a water-pipe burst, and for a considerable time a huge spout of water ascended even higher than the theatre building, which sparkled and scintillated in the light of the electric lamps like myriads of diamonds. Hundreds of spectators witnessed the spectacle with great interest, and seemed to be much disappointed when the defect was remedied.

ACCORDING to the *Japan Mail*

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	(BOMBAY, VIA SINGAPORE and COLOMBO)	TUESDAY, 3rd October, at Noon.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PANAMA, COLOMBO and PORT SAID.	FRIDAY, 6th October, at Noon.
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PANAMA, COLOMBO and PORT SAID.	SATURDAY, 10th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 2, Prince Street.

A. S. MIHARA, Manager.

Hongkong, 29th September, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Coast Port Orders Received.

ACHEE & CO.,

FURNITURE STORE, 15, QUEEN'S ROAD, HONGKONG.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPEROR OF JAPAN...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin Screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, P.O. Box 113, Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 18th Dec., at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 28th September, 1899. [1238]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK, THE 3 1/2 A. 1. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will leave quick despatch.

For Freight, apply to ARNHOLD, KARBERG & CO., Hongkong, 20th September, 1899. [1238]

FOR NEW YORK, THE 3 1/2 A. 1. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will leave quick despatch.

For Freight, apply to ARNHOLD, KARBERG & CO., Hongkong, 19th September, 1899. [1238]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

Captain C. F. Preston, R.N., Barclay, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, SUEZ, PORT-SWAIN, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay WITHOUT TRANSHIPMENT.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.
Hongkong, 29th September, 1899. [1238]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Duluth 3,528 J. R. Kac... [Oct. 14]
Greenwich 3,567 J. R. Kac... [Oct. 28]
Queen Adelaide 2,832 J. F. McNeil... [Nov. 18]
Saint Irene 3,877 W. A. Evans... [Dec. 9]

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire 2,874 W. A. Evans [Oct. 7]
Aberdeen 3,777 J. J. Murray [Nov. 11]
Monmouthshire 2,874 W. A. Evans [Dec. 27]
Aberdeen 3,777 J. J. Murray [Jan. 27]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDSS carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.
Hongkong, 18th September, 1899. [1238]

CAROLINE M. AVERNARUS

USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1899. [1238]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	12th October	Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 24th November	Freight and Passage.
Schiller	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 15th November	Freight.
*SIBIRIA	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 20th November	Freight and Passage.
Hildebrandt	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 30th November	Freight.
BAMBERG	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 30th November	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [1238]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, the UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra 3,406 about Oct. 15
Belgian King 3,379 about Oct. 31
Curmishshire 2,929 about Nov. 15
Carlisle City 3,002 about Dec. 15

THE Steamship

"THYRA"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.
Hongkong, 22nd September, 1899. [1238]

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	12th October	Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 24th November	Freight and Passage.
Schiller	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 15th November	Freight.
*SIBIRIA	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 20th November	Freight and Passage.
Hildebrandt	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 30th November	Freight.
BAMBERG	HAVRE and HAMBURG; (LONDON with transhipment in HAMBURG)	About 30th November	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

Gauche (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 16th September, 1899. [1238]

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen 11th Oct.
Bayern 8th Nov.
König Albert 13th Dec.
Prinz Heinrich 27th Dec.
Preussen 10th Jan.
Karlruhe 24th Jan.
Sachsen 27th Feb.
Hamburg 21st Feb.
Bayern 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Meitz, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts should be signed for less than \$250 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Luggage can be stored on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 14th September, 1899. [1238]

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

Is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. When a food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

HONGKONG CANTON AND MACAO STEAMBOAT CO. LIMITED.

PROCESSION OF OUR LADY OF ROZARIO.

SPECIAL CHEAP EXCURSION TO MACAO.

WEATHER permitting and sufficient inducement offering, the Steamer "HONAN" will leave for MACAO, on SUNDAY, the 1st October, at 9 A.M., and on the Return Trip will leave Macao at 10 P.M.

The Procession of Our Lady of ROZARIO is announced to take place in the Afternoon.

SPECIAL EXCURSION FARE \$2.50 Return. No Single or Second Class Fares. No Meals supplied on Board. Chinese Servants 50 cents each Way. Bicycles 30 cents each.

TICKETS may be purchased at the COMPANY'S OFFICE or on board the Steamer before she leaves.

THE TRANSVAAL CRISIS.

THE SITUATION CRITICAL—FINAL WARNING BY MR. CHAMBERLAIN.

There is no diminution of the tension in the Transvaal situation. A final warning to Mr. Kruger was given on 26th ult. by Mr. Chamberlain, speaking at Birmingham. "We could not take less," said the Colonial Secretary, "than Sir A. Milner's demands, and the issues of peace or war were in the hands of President Kruger and his advisers. The sands were running down in the glass, and if the delay continued much longer the Government would not hold themselves limited by what they had already offered; but, having taken the matter in hand, would not let it go until they had secured conditions which, once and for all, should establish which was the paramount Power in South Africa, and would secure equal rights and privileges in the Transvaal for British subjects."

The situation is undoubtedly approaching a critical stage, since the Boer Government has said Reuter's Capetown Correspondent, replied to Mr. Chamberlain's last despatch, stating that it adheres to the offer it has already made concerning the franchise arbitration and the surety, and that it can make no further concessions. The burghers are preparing for war, and are exchanging Martini for Mauser rifles. Mr. Chamberlain's speech has been well received in Johannesburg. In Capetown there is considerable excitement, and Mr. Kruger is called for to replace words which he reported as saying that when Mr. Chamberlain speaks to him he will know how to reply.

In the Cape Assembly a warm debate took place on the attitude of the Government in permitting the transit of war material to the Orange Free State. In the course of the debate, Mr. Schreiner read a letter from President Steyn, of the Orange Free State, which set forth that it was the policy of that republic never to take up arms save in self-defence or in conformity with treaty obligations. In view of the alliance existing between the Boer Republics it is not to be wondered at that the letter created a profound impression. Mr. Schreiner promised eventually that, in regard to future consignments, he would seek the advice of the High Commissioner. Mr. Schreiner's explanation of his masterly inactivity in the face of the enormous importations of war material into the Orange Free State over the Cape railways is not regarded as very convincing by loyalists. A splendid example, on the other hand, is shown by the Natal Government, which has forbidden the transit through that colony of empty cartridge cases for the Transvaal. Meanwhile, the Portuguese authorities at Delagoa Bay, having transferred the detained Boer war stores to the gunboat *India*, are taking energetic measures against a surprise, and have arrested several Boers on suspicion. H.M.S. *Tartar* has taken up a position three cables distant from the *India*.

Long telegrams from South Africa further emphasize the gravity of the situation. It is true that the reported intention to move British troops to the frontier is belittled, and that the statement that the Boers would make no further concessions is now declared to be not official; but a Pretoria correspondent points to an "alarming turn" in the progress of events, by an increase in the British demands. The critical state of affairs is further borne out by General Joubert's expression of the opinion that, though he is desirous of peace, the Republic must be prepared for war. A serious result of the tension is the effect upon trade, and it is reported that in many places it is practically at a standstill, while great distress prevails among the poorer classes both at Johannesburg and Capetown.

Both sides are seeing to their military preparations, and in Pretoria a gloomy view is taken as to the outcome of the situation. The Boer forces are apparently quietly concentrating in the Western Transvaal, and Dechuandland, which is inadequately defended, and has taken alarm. A Boer spy has been caught in Ramatlabama Camp. The Boer classes in Johannesburg are sending their children to Capetown for safety, and many people are leaving the Rand.

The position of the controversy between the British Government and that of Pretoria is made clear in the latest Blue-book. The Boers having promised certain electoral reforms the reality of which is more than doubtful, ask in return for adoption of a scheme of arbitration in regard to the varying interpretations of the London Convention by a Court to be composed of two members chosen by the Boer and British Governments respectively and of a third who shall not be a subject of either of them. Naturally the High Commissioner recommends the prompt rejection of a scheme which involves the absolutely inadmissible principle of foreign interference. Mr. Chamberlain declines the proposal, and four weeks later suggests a joint inquiry to see if the so-called franchise reforms will give "immediate and substantial representation" to the Outlander. He suggests that the report of the inquiry should be discussed in another conference of the Bloemfontein type, at which the British Government would have no objection to the introduction of the subject of arbitration—without the foreign element. The Boer reply has not been published, but there is reason to believe that it is not only at all, but merely another attempt to gain time by evading the question at issue.

Another despatch from the Imperial Government relative to the latest Boer proposals was handed in on 20th ult. at Pretoria and is being considered by the Transvaal Executive. The tenor indicates that the negotiations are still open. During a warm debate in the Cape Assembly Mr. Rhodes again declared his belief that at the late elections Boer secret service funds were contributed largely towards the expenses of Bond candidates. There is great activity at Simonstown Dockyard. Ships and torpedo-boats are being overhauled and the men are landed daily for field exercises.

A telegram this morning announces that Portugal has released the Boer war stores at Delagoa Bay, and that they are to be forwarded at once. The latest Boer despatches to the Imperial Government intimate that the reform proposals already put forward are the limit of concession. The British Government has agreed to waive its demand for a final franchise inquiry, and to authorise Sir A. Milner to make an inquiry single-handed.—L. and C. Express.

NAVAL NOTES.

H.M.S. *Grafton* arrived at Gibraltar on 30th ult. from China, and afterwards sailed for Plymouth, where she will be paid off. It is confirmed that the Russian Squadron in the Pacific under the command of Vice-Admiral Hildebrandt will be reinforced this year by two ironclads and one gunboat. It is proposed to construct a floating dock on Lake Balkal, and to increase the number of lightships at the points most dangerous for navigation. The already powerful fleet which France maintains in the Mediterranean will very shortly receive a small but useful addition in the new torpedo catcher *La Héro*, which is now undergoing her final trials at Cherbourg. We ourselves have for some time given up the construction of "catchers," those we did build not being altogether a success, and being quite eclipsed by the effectiveness of the fine fleet of "destroyers"—the "Ochoeros of the Sea."

as Kipling calls them—which succeeded them. But it would seem that the French still consider that a useful rôle may be played by these craft, of which they are continuing to build a certain number. The latest of these, *La Héro*, is a vessel of 800 tons, and though her design is not so much as to enable her to enable her to become a formidable menace to destroyers, not to mention torpedo-boats, in an ordinary way. The armament which is to be brought into play against these smaller craft, should she prove to have the capabilities claimed in the way of speed at sea, consists of a dozen quick-firing cannon. Six of these are on the spar-deck, and fire shell weighing about eight pounds apiece, while the other six are 3-pounders and are distributed between the bridge, the spar-deck, and the after-deck. *La Héro* is about 250 ft. in length, with a beam of 27 ft., and her twin screws are driven by engines of 6,400-horse power. She has two funnels, the same number of light pole masts, and is in appearance totally unlike anything in our own navy.

It is now certain that the battleship *London* will be launched in September, and it is much to be hoped that the city after which this magnificent ship is named will show a befitting interest in her. There has been talk of a Lady Mayress naming her. This, it is to be hoped, is something more than "an intelligent anticipation of events before they occur," since, so far as is known, no definite arrangements have been made. The *London* is an improved *Majestic*, with Krupp's nickel-steel armour instead of the *Majestic's* Harvey armour, and the latest pattern of long Vickers gun instead of the *Majestic's* rather shorter pieces. She has *Belleville* boilers, with economisers, and a natural draught horse-power of 15,000, against the *Majestic's* 10,000. She should, therefore, be at least one and a-half knots faster at sea, steaming in service about 16½ knots to the *Majestic's* 15. She has the further advantage of two armour-decks and thin plating running right forward to the ram. Two sister ships, the *Levenable* and *Bulwark*, should take the water in October and November. Both are well advanced.

The trial trip of the 11,000-ton American battleship, *Albatross*, was made on 30th ult. It resulted in breaking the record for American battleships. The vessel reached a speed of 17½ knots an hour with hand-picked coal, which is over a knot in excess of the speed called for by the contract. The members of the Examining Board expressed themselves as being well pleased with the behaviour of the battleship, and especially with the manner in which she obeyed her helm. The keel of the *Albatross* was laid in 1896, and the launch took place about a year ago. Her plans were drawn in an endeavour to improve on the battleship *Oregon*. She is of 10,000-horse power, and when finished will have cost between £3,000,000 and £4,000,000. Her main battery consists of four 12 in. breech-loading rifles, and the secondary battery is made up of sixteen 6 in. rapid fire, four 11 in. rapid fire, four Gatlings, and one field gun.—L. and C. Express.

MISMANAGEMENT IN THE PHILIPPINES.

The letter which the war correspondents in the Philippine Islands have addressed to the American people reveals a state of matters of which some of us were already cognisant through private sources, but which will, nevertheless, create a vast amount of indignation and consternation throughout the United States. It would seem that all the press messages which have hitherto reached the newspapers by cablegram from Manila have been judiciously edited, or in other words, "cooked," by the American authorities. The censorship has been of such a nature that the war correspondents have been obliged to omit from their despatches anything that would indicate that the rebels were strong, or that the Americans were weak, anything that would suggest that the rebellion was spreading, that the American troops were disheartened or ill-behaved, or that General Otis had suffered a reverse. A month ago the correspondents had requested General Otis that they should be allowed to chronicle the facts, and to say something about the phases of the situation. General Otis was much enraged at the boldness of these war correspondents, and threatened to court-martial them. Finally he formally acceded to their request, but subsequently he withdrew this concession, and the restrictions on the press are now almost as bad as ever. General Otis' excuse for suppressing the real facts of the situation in the Philippines is, "to use his own words, that it would alarm the people at home," it would set the people of the United States by the ears. Now it is no small admission on the part of the general commanding the American army in the Philippines that the facts are so alarming that they must be suppressed from the people at home. If it were mere points of detail or military strategy that were being concealed there would be no cause for complaint. But there has been a systematic misrepresentation carried on for many months of the main facts of the situation. It has been given out that there exist fatal dissensions among the Filipinos, that they are a mere brigand army; that the advent of the Americans has brought about a general break-down amongst the native troops. We hear of an unbroken succession of American victories, and that the American volunteers are anxious to remain and fight it out. It is a strange comment on the latter announcement that these same volunteers are sailing for home by the thousand; and it is a remarkable fact that in spite of all these victories the firing of guns is still audible by the residents in Manila, and the American outposts are within only a few miles of that city. It is quite true that much cannot be done so long as the present heavy rains continue, but what is to be said of the "five months of futile war" which immediately preceded the rainy season? The fact is that the Philippine war has been grossly mismanaged. From the Secretary of War downwards there are few men to be found who have done themselves credit by the recent military operations. The American volunteers in the Philippines have given the Filipinos a very low impression of the morality of civilized nations, and it is only natural that their drunkenness, debauchery, and inhumanity have given the natives every encouragement to say that they will not have such a nation to rule over them. The officers cannot be said to be free from responsibility for a state of affairs which reveals such a deplorable lack of discipline. General Otis himself has not been a success, and there is at present a very good prospect of his being removed for incompetence and replaced by General Miles, the civil genius of the whole business is the American Secretary of War, Mr. Alger. Mr. Alger is a discredited soldier who has been pitchedforked into his present position by the aid of the corrupt system of politics which is rife in American. Mr. Alger had already been discredited both in civil and military life, but he had succeeded, by ways that are fortunately strange to our political life, in placing President McKinley under obligation to him, with the result that Mr. McKinley made him Secretary of War. Since Mr. Alger came to the War Office he has worked that department for the benefit of his political friends, and men have been put in command of regiments and battalions not be-

cause of their military ability, but because they have been, or will be, of political value to Mr. Alger. Algerism, which has become a synonym for all that is inefficient and degrading in American public life, is the bane of the Philippines; and, until the administration of the War Office at Washington falls into other hands, we may expect these islands of the Chinese Seas, so rich in possibilities, whose climate and soil would nourish products of almost every variety, and beneath whose surface is concealed untold mineral wealth—these islands to whose shores so many of our countrymen have gone and still would go, to seek their fortunes or their livelihood,—we may expect them to remain indefinitely a scene of corruption and bloodshed, a mere card in the disreputable game of American politics. There is many a man in Manila who is sighing for one hour of British rule. We believe, too, that there is many a man in America who would be glad to give up these troublesome islands at any price. We believe further that Great Britain's superior administrative methods, the excellent fighting qualities of her soldiers, and her great experience in petty warfare, would enable her to restore order in the Philippines in a couple of months; and we believe that the British genius for colonisation would in a very short time convert this country into one of the most wealthy and prosperous of our colonies. We believe also that a British Government which succeeded in acquiring the Philippines at a reasonable consideration would not only earn the lasting gratitude of this country and of the Filipinos, but would confer a very great benefit on the cause of civilisation and progress.—The Perthshire Constitutional and Journal.

Intimations.

THE POPULAR DINING ROOMS, 18, PRAYA CENTRAL, (Near Hongkong Hotel). WILL OPEN shortly. Good Home Cooking and Meals at all hours. Hongkong, 23rd September, 1899. [12118]

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES. THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL. CHEAPEST HOUSE IN THE COLONY. Hongkong, 29th September, 1899. [1386]

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAILYER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1896. [39]

NOTICE. NIGHT SCHOOL FOR EUROPEANS, by an Ex-SCHOOLMASTER. Terms moderate, for Particulars apply to "H." c/o This Office. Hongkong, 18th August, 1899. [1048a]

NOTICE. THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed. ETH. F. SKERTCHLY, Manager. Hongkong, 1st May, 1899.

AN APPEAL. THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong, and the East-Enders, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required. The Superiores will also be most grateful for any PAPER, or CHILD ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters. Hongkong, 2nd April, 1899. [493]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, at his Sales Rooms, Zetland Street, No. 2, TO-MORROW (SATURDAY), the 30th September, 1899, Commencing at 3 P.M. A LARGE AND VALUABLE LOT OF DIAMONDS AND JEWELRY. All guaranteed to be genuine Brilliants and 18 Carat Gold.

Comprising:— BROOCHES, EARRINGS, SCARF-PINS, LADIES' AGENTS' RINGS, BRACELETS, PENDANTS, with DIAMONDS, RUBIES, EMERALDS, SAPPHIRES, ALEXANDRINE, OPALS AND PEARLS. Catalogues issued Prior to Sale. On View at the Undersigned's. Terms of Sale:—Cash before delivery. PAUL BREWITT, Auctioneer. Hongkong, 23rd September, 1899. [1206a]

GOVERNMENT NOTIFICATION.

No. 511. THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information. By Command, I. H. STEWART LOCKHART, Colonial Secretary. Hongkong, 16th September, 1899. [12122]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 15 years. PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Mong Kok Tsui.	120 300 100 100	120 300 100 100	100 000	330 000

Masonic.

ZETLAND LODGE, No. 535, E.C. A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 2nd October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1899. [12123a]

To be Let.

TO LET. SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowring Saw Mills. GROUND FLOOR, 52, PERI STREET. OFFICES: 1st floor, No. 10, PRAYA CENTRAL. Lately occupied by Messrs. MEACHERS & Co., "HARFORD" MAGAZINE GAP. No. 4, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th August, 1899. [12]

TO LET. OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China). Apply to Comptroller, E. C. HOCHAPPEL. Hongkong, 23rd March, 1899. [1392a]

TO LET. ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. "H." c/o of this Office. Hongkong, 17th May, 1899. [664a]

For Sale.

FOR SALE. THE STEAM LAUNCH, WINDSOR HOTEL, 1 Year Old, 58 ft. Keel, 11.6 Width, 64 H.P. COMPOUND ENGINE. Apply to P. BOHM, Windsor Hotel. Hongkong, 21st September, 1899. [12]

FOR SALE. HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to G.W.W., Office of this Paper. 14th September, 1899. [1177a]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES. JEVES' FLUID THE BEST DISINFECTANT. SOLE AGENTS: W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897. [11]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW. THE Company's Chartered Steamship "NANYANG."

Captain Lehmann, will be despatched for the above Port, TO-MORROW, the 30th instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS LAIPRAK & Co., General Managers. Hongkong, 29th September, 1899. [1216a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS. THE Steamship "FOR MANILA."

Captain A. Yribar, will be despatched as above TO-MORROW, the 30th instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to LIZARRAGA HERMANOS, Agents. No. 6, Beaconsfield Arcade. Hongkong, 29th September, 1899. [1217a]

THE OSAKA SHOSHEN KAISHA, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "MAIZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 1st October, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 25th September, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "FORMOSA."

Captain Douglas, will be despatched for the above Ports, on SUNDAY, the 1st October, at Daylight. For Freight or Passage, apply to DOUGLAS LAIPRAK & Co., General Managers. Hongkong, 28th September, 1899. [1217a]

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship "CATHERINE APCAR."

Captain J. C. Olfert, will be despatched for the above Ports, on MONDAY, the 2nd October, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 26th September, 1899. [1225a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE." Captain Clynn, will be despatched as above on MONDAY, the 2nd October, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried. Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1899. [1149a]

CHINA NAVIGATION COMPANY, LIMITED. FOR TIENTSIN. THE Company's Steamship "NANCHANG."

Captain Finlayson, will be despatched as above on THURSDAY, the 5th October. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th September, 1899. [1229a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL. THE New Steamship "PING SUEY."

Captain C. de La Perrelle, will be despatched for the above Port, on TUESDAY, the 10th October. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 26th September, 1899. [1020a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "CALCHAQ."

Captain Gregory, will be despatched as above on TUESDAY, the 17th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ORESTES."

Captain Pulford, will be despatched on TUESDAY, the 3rd October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1212a]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARGYLL."

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON." At Intervals S.S. "AFGHANISTAN," &c., of 2 weeks. For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [941a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI AND KOBE. THE Company's Steamship "TSINAN."

Captain Andersen, will be despatched as above on SUNDAY, the 1st October. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th September, 1899. [1200a]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship "TAIYUAN."

Captain Nelson, will be despatched on TUESDAY, the 3rd October. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship "TAIYUAN."

Captain Nelson, will be despatched as above on TUESDAY, the 3rd October. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th September, 1899. [1146a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "SARFEDON."

Captain Grier, will be despatched as above on WEDNESDAY, the 4th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th September, 1899. [1146a]

"BEN" LINE OF STEAMERS. FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship "BENLARIOG."

Captain Krobbe, will be despatched as above on SATURDAY, the 7th October. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 28th September, 1899. [1235a]

Intimations.

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated GILBERT, HUMBER and GLADIATOR CO., LD., DUNLOP THOMAS BICYCLES—PRICE \$160. A special reliable Watch made for this Climate. Quality A. \$16. Quality B. \$12. 40, QUEEN'S ROAD, Watson's Building.

MITSUI BUSSAN KAISHA. No. 6, Ice House Street, Praya Central. Head Office:—TOKIO. Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN. Agents:—

Milki Coal Mines, Kanado Coal Mines, Hokoku Coal Mines, Yoshimatsu Coal Mines, Onoura Coal Mines, No. 1, Ohtsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanaguchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Miike Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company, Mitsui BUSSAN KAISHA, K. HASEGAWA, Manager. Hongkong, 19th August, 1899. [14]

LETTER ALL COME TO YEE CHUN'S STUDIO at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899. [150a]

MEE CHEUNG, PHOTOGRAPHER. TOP FLOOR OF ICE HOUSE, IN Ice-House Road. [S] is now in a position, in his New and Com- modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. "GROUPS AND VIEWS" a speciality. Hongkong, 22nd September, 1898. [14]

LATEST QUOTATIONS.
(September 29th.)

Banks.
Hongkong and Shanghai Banking Corporation
346 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
41 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
45.5 buyers.
National Bank of China, Ltd.—\$26.
Do. Do. \$26.
Do. Do. \$26.
Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$65.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$122.
Canton Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$5.
Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$88.
Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$30.
Indo-China Steam Navigation Company, Ltd.—
\$72.
China & Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$49.
China Mutual S. N. Co., Ltd.—(Preference)—
49 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
45 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
45 to buyers.
Star Ferry Co., Ltd.—\$194.
Refineries.
China Sugar Refining Co., Ltd.—\$147.
Luzon Sugar Refining Co., Ltd.—\$54.
Mining.
Punjom Mining Co., Ltd.—\$84.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$245.
Queen Mines, Limited—\$50.
Celebu Mining and Trading Co., Ltd.—\$15.
Raub Allain Gold Mining Co., Ltd.—\$64.
Olivers Freehold Mines, Ltd.—(A) \$114.
Olivers Freehold Mines, Ltd.—(B) \$770.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$270.
Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$30.
Company and Kowloon Wharf and Godown
Company, Limited—\$97.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.
Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—
\$950.
Hongkong Land Investment and Agency Co.,
Ltd.—\$1134.
Kowloon Land and Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$191.
Humphrey's Estate and Finance Co., Ltd.—
\$101.
Miscellaneous.
Green Island Cement Co., Ltd.—\$282.
China-Borneo Co., Limited—103.
A. S. Watson & Co., Limited—\$167.5.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$424.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$1471.
Dair, Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—
nominal.
Bell's Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning & Weaving
Dyeing Co., Ltd.—\$55.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lau-ouk-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 77.
Soo Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloohou Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.
BENJAMIN, KELLY & POTTS (Share Brokers.)
Telephone Address—"Rialto."

EXCHANGE.
Hongkong, 29th September.
ON LONDON, Telegraphic Transfer/111 3/4
Bank Bills, on demand/111
Credits, 4 months' sight /111 11/16
D/Ments, 4 months' sight /111 13/16
ON BERLIN, (demand)/M. 192
ON PARIS, Bank Bills, on demand/24
Credits, 4 months' sight/245
ON NEW YORK, Bank Bills, on demand/4
Credits, 30 days' sight/4
ON BOMBAY, Telegraphic Transfer/144
On demand/144
ON SHANGHAI, Telegraphic Transfer/72
Private, 30 days' sight/72
ON YOKOHAMA, T.T.5 per cent. prem.
Sovereigns, Bank's Buying Rate\$102.
Gold Leaf 100 touch, per tael53.5
Bar Silver53.5
Dollars2 per cent. prem.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken	Miss Lucker
Mr. C. Alkan	Mr. D. A. Macdonnell
Mr. John Angus	Mr. A. C. Macmillan
Mr. W. J. Avery	Mr. J. V. Mayson
Mr. W. S. Bailey	Mr. and Mrs. Moir
Mr. B. J. Barlow	Mr. N. Moller
Mr. John Baxter, Jr.	Mr. J. A. Morris
Mr. W. M. Black	Mr. Frank Murison
Mr. and Mrs. A. H. Bottenheim	Mr. E. O. Murphy
Mr. J. W. Brown	Mr. A. H. Myers
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Mr. S. C. Campbell	Mr. Obozninski
Mr. A. C. Carter	Mr. L. J. O'Neill
Dr. and Mrs. F. Clark	Mr. M. Pafido
Mrs. C. E. Criedland, maid and child	Mr. W. Parfitt
Mr. E. Dadre	Mr. E. W. Pence
Mr. W. Dallands	Mr. J. C. Perry
Mr. P. C. Denrache	Mr. Robert Ramsey
Mr. A. Doctor	Mr. & Mrs. R. C. Reed
Mr. C. B. U. Dodd	Mr. Reeves
Mr. and Mrs. C. A. Dovel	Mr. and Mrs. R. Rey
Mr. J. Earnshaw	and Sister
Dr. Edelmann, M.D.	Mr. F. T. Richards
Mr. L. L. Eitel	Mr. S. J. Robins
Mr. Froman	Mr. B. Sandeckl
Mr. W. Fucikel	Mr. B. Scott
Mr. J. de Garchitarena	Mr. H. Stumms
Mr. & Mrs. K. Gibson	Mr. A. J. Hamilton
Capt. Goddard	Smythe
Mr. R. J. Hall	Mr. R. Snowdon
Mrs. Hillman	Mr. A. Spagnolo
Mr. T. Howard	Mr. H. K. Stockman
Mr. Philip Huffman	Mr. B. Taylor
Mrs. Wm. K. Hughes	Mr. Jules Thienong
Mr. J. Jackson	Mrs. C. Thomas
Major and Mrs. Jeffreys	Mr. and Mrs. H. I. Telford and family
Mr. and Mrs. Joseph Whitton	Mr. B. T. Walling
Mr. L. O. Kaiser	Mr. and Mrs. A. V. Wild
Mr. E. A. Katsch	Mrs. J. Williamson
Mr. and Mrs. Kiens	Mr. W. J. Wright
Mr. Klinghorn	Mrs. Wynter
Mr. J. Kirkwood	Mr. J. M. de Zuniga
Mr. E. A. Leggett	
Mrs. Lewis	

Mr. H. F. R. Brayne
Mr. P. Buro
Mr. and Mrs. F. G. Collins
Capt. van Corbach
Mrs. G. H. Dana
Mr. and Mrs. W. H. T. J. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. C. J. H. Evatt
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Colonel E. H. Gorges
Staff-Surgeon and Mrs. W. E. Home
Mr. H. U. Jeffries
Major G. R. St. John

Capt. F. Koford
Mr. J. Lamke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. R. Mitchell
J. Von Oertzen
Lt.-Col. The O'Gorman
Dr. Marx Peters
Hon. H. E. Pollock
Capt. H. V. Prynn
Mr. A. Reed
Comdr. R. M. Rumsey
Mr. A. Sinclair
Mr. A. Findlay Smith
Mr. A. G. Stokes
Mr. A. P. Stokes
Mr.-G. H. Wheeler
Mr. H. Windrath

CRAIGIEBURN.
Rt. Rev. Bishop Burdon
Rev. F. Flynn, R.N.
H. and Mrs. R. D. Ormsby
Miss Ormsby
Mr. A. I. Richardson
Mrs. Percy Rolfe and son
Capt. C. B. Simmonds, R.A.

Mrs. Hugo Silvestri
Mrs. Simmonds
The Government Civil Hospital Sisters
Miss Triscott
Mr. and Mrs. W. E. Turner
Miss Underwood
Consul Volpicelli
Madame Volpicelli

VESSELS IN PORT.

Steamers.
AIRLIE, British steamer, 2,500, W. Clyma, 28th Sept.—Kobe 20th Sept., and Foochow 25th; General.—Gibb, Livingston & Co.
ARRATON APCAR, British steamer, 1,332, Erhardt, 23rd Sept.—Mojoi 19th Sept., Col.—Gibb, Livingston & Co.
BISAONO, Italian steamer, 1,509, D. Maganzini, Dante, 26th Sept.—Bombay 9th Sept., and Singapore 20th, General.—Carlowitz & Co.
CATHERINE APCAR, British steamer, 1,730, J. G. O. Gorman, 25th Sept.—Calcutta 21st Sept., and Singapore 19th, General.—David Sassoon, Sons & Co.
CHINA, American steamer, 3,187, W. B. Seabury, 21st Sept.—San Francisco 25th Aug., and Shanghai 18th Sept., Mails and General.—P. M. S. S. Co.
CHING WO, British steamer, 2,517, H. C. Harris, 27th Sept.—Amoy 26th Sept., General.—Holliday, Wise & Co.
EQUATORIA, Belgian steamer, 1,200, Ch. Daly, 29th Sept.—Saigon 23rd Sept., Rice and Flour.—Order.
INDEPENDENT, German steamer, 850 A. Halitz, 29th Sept.—Sourabaya 13th Sept., Sugar and Nut.—Sander, Wieler & Co.
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 28th Sept.—Kuchinotzu 23rd Sept., Coal.—Mitsui Bussan Kaisha.
LEGAZPI, Spanish steamer, 565, Antonio Tribar, 4th Sept.—Manila 1st Sept., General.—Order.
NANSHAN, American steamer, 1,344, Stovell, 26th Sept.—Manila 22nd Sept.
NANVAJG, German steamer, 983, Th. Lehmann, 28th Sept.—Swatow 27th Sept., General.—Douglas, Laprak & Co.
QUANG, German steamer, 1,146, H. Johannsen, 27th Sept.—Saigon 3rd Sept., Rice.—Sander, Wieler & Co.
ROHILLA, British steamer, 2,216, S. de B. Lockyer, R.N.R., 29th Sept.—Yokohama 29th Sept., General.—P. & O. S. N. Co.
SALAHADJI, Danish steamer, 1,235, G. Anema, 25th Sept.—Mojoi 20th Sept., Coal.—Meyer & Co.
SUEVIA, German steamer, 4,129, Fürck, 14th Sept.—Swatow 13th Sept., General.—Siemssen & Co.
TAUVAN, British steamer, 1,459, R. Nelson, 3rd Sept.—Melbourne 22nd July, Sydney 20th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Port Darwin 17th, and Manila 31st, General.—Butterfield & Swire.
TELEMACHUS, British steamer, 1,348, C. Sawyers, 25th Sept.—Mojoi 19th Sept., Coal.—Butterfield & Swire.
ZWEENA, British steamer, 941, J. H. Nesbitt, 27th Sept.—Samarang 19th Sept., Sugar.—Chinese.

Sailing Vessels.
CHALLENGER, American ship, 142, Gould, 12th Sept.—Manila and Sept., Ballast.—Arnhold, Karberg & Co.
ETHA, RICKMERS' German ship, 1,754, J. Benke, 2nd Sept.—Cardiff 13th May, Coal.—Arnhold, Karberg & Co.
GOVERNOR ROBIE, American ship, 1,622, Nichols, 21st Aug.—New York 5th May, Kerosine Oil.—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thurbell, 5th Sept.—Tacoma 25th June, Flour.—Order.
JOSEPHUS, American ship, 1,547, P. Gilke, 30th Aug.—New York 25th April, Cas. Oil.—Standard Oil Co.
MAY ELING, American ship, 3,576, R. Banfield, 20th Sept.—New York 24th April, Cas. Oil.—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast.—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour.—Order.
VALKYRIEN, British bark, 498, J. R. Hall, 23rd Sept.—Rajang, Borneo, 3rd September, Timber.—Order.
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast.—Mr. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.
Hongkong, September 29th, 1899.
Alacrity, despatch vessel, 1,700 tons, 10 6-p. q.f. guns, 3,000 i.h.p., Commander A. L. Smith.—Order.
Albatross, 1,650 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Sledge, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. I. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, guns, 13 16.5 i.h.p. Captain Hon. S. C. Colville, G.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, guns, 9,000 i.h.p., Capt. R. H. J. Morcomerie, O.B., R.N., Hongkong.
Brith, British cruiser, 1,770 tons, 6 guns, 5 6-h.p. Capt. Wrey, cruising.
Centurion, 1st class battleship, 16,000 tons, guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, 1st class 1,400 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winington-Granger, cruising.
Eth, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 4 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Pierbarran, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 1st class cruiser, 4,300 tons, 3,000 h.p., 18 guns, Capt. C. Callaghan, cruising.

Humboldt, torpedo ship, 640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.

Iphigenia, and class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 i.h.p., Commander W. W. Smythie, cruising.

Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Pigny, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.

Plower, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. V. De M. Cowper, Fochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, en route Singapore.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Fochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 i.h.p., Fochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Twisted, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 3 guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising.

Victorious, British battleship, 14,900 tons, 32 guns, 13,000 i.h.p., Captain A. Schomberg, commanding.

Waterloo, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Girotto, Shanghai.

Kaiserin Elizabeth, Austrian cruiser, 4,054 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Stromboli, Italian cruiser, 3,359 tons, Captain Cantanisti, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Alouet, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskisy, at Vladivostok.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Dostoy, Russian armoured cruiser, 5,833 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidanuk, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sererebnikoff at Vladivostok.

Gremiastelsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.

Koryeeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sererebnikoff, at Vladivostok.

Kreyzer, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 16 guns, 9,000 h.p. Captain Tenriche, at Vladivostok.

Nayardinik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Czeranoff, at Nagasaki.

Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virensin, at Vladivostok.

Rosita, Russian armoured cruiser, 12,200 tons, Capt. Domojoff, at Port Arthur.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sisoi Veliky, Russian battleship, 10,000 tons, 12 guns, 8,500 h.p., Capt. C. Parenayoff, at Port Arthur.

Sivochet, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Melchousky, at Vladivostok.

Vradnik, Russian torpedo boat, 400 tons, 11 guns, twin screw, 3,500 h.p., Capt. Rogul at Vladivostok.

Yakov, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.

Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 2 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sveaborg, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchikhi, Russian torpedo boat, 87 tons, 2 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossich, Russian torpedo boat, 87 tons, 2 guns, 2,000 h.p., 22 knots.

Podorossich, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 145 tons, 2 guns, 1,800 h.p., 22 knots.

Usuri, Russian torpedo boat, 145 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexieff.
† Flagship of Rear-Admiral F. V. Dubossoloff.
† Flagship of Rear-Admiral Reconn.

THE FRENCH SQUADRON.

Arctif, French gunboat, 463 tons, 6 guns, 49 h.p., Captain Jourmet, at Saigon.

Bayard, French flagship, 1,660 tons, 35 guns, 4,100 h.p., Capt. Jannihy, at Yokohama.

Chéfoo. French, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.

Comble. French gunboat, 473 tons, 6 guns, 631 h.p., Captain Annet, at Saigon.

Ducasse. French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.

Eclairer. French cruiser, 1,668 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.

Forfait. French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.

Inconstant. French cruiser, 891 tons, 8 guns, 880 i.h.p., Capt. La Seyne, at Chemulpo.

Jean Bart. French cruiser, 4,500 tons, 10 guns, 6,000 i.h.p., Capt. Aubin, at Foochow.

Lion. French gunboat, 473 tons, 8 guns, 576 h.p., Captain Annet, at Shanghai.

Pascal. French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretziel, at Manila.

Pluvier. French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Vidal, at Bangkok.

Surprise. French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphante. French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Bretziel, at Saigon.

Vouan. French flagship, 6,150, Capt. Boute at Haiphong.

Vipère. French gunboat, 463 tons, 6 guns, 44 h.p., Comdr. Constelle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran. German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brüssats, at Friedrich Wilhelmshaven.

Gefion. German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehnenius, at Amoy.

Deutschland. German cruiser, 7,319 tons, 38 guns, 5,350 h.p., Capt. Plachet, at Seoul.

Irene. German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentheimer, at Foochow.

Kaiserin Augusta. German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.

Kaiser. German, flagship, 7,576 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Weihai-wei.

Mosue. German surveying vessel, 970 tons, Captain Korveten, at Amoy.

Princess Wilhelm. German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiel.

† Flagship of Rear-Admiral von Diederichs.

* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore. U.S. cruiser, 4,413 tons, 10 guns, 10,664 h.p., Capt. J. M. Forsythe, at Manila.

Bennington. U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.

Callao. U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine. U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.

Celtic. U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. E. Patten, at Manila.

Charleston. U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. G. W. Pigman, at Manila.

Concord. U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.

Culgoa. U.S. supply-ship, 7,000 tons, 3,350 h.p., Lieut. Comdr. J. W. Catlin, at Manila.

Glacier. U.S. refrigerator ship, Comdr. C. H. Arnold, at Manila.

Helena. U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. E. K. Moore, at Manila.

Iris. U.S. despatch-boat, 610 tons, 1,200 h.p., Lieut. Comdr. N. T. Houston, at Manila.

Manila. U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. Frederic Singer, at Manila.

Monadnock. U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy. U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey. U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, Manila.

Nanshan. U.S. collier.

Oregon. U.S. 1st class battleship, 10,288 tons, 16 guns, 11,117 h.p., Capt. C. F. F. Wilde, at Manila.

Petrel. U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton. U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, en route Canton.

Yorktown. U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite. U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafra. U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Manila—Per *Legazpi* to-morrow, the 30th instant, at 10 A.M.

For Swatow—Per *Nanyang* to-morrow, the 30th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Valetta* to-morrow, the 30th instant, at 11 A.M.

For Singapore—Per *Araraloon* to-morrow, the 30th instant, at 3 P.M.

For Manila—Per *Esmeralda* to-morrow, the 30th instant, at 4 P.M.

For Nagasaki, Kobe and Yokohama—Per *Rohila* to-morrow, the 30th instant, at 5 P.M.

For Swatow, Amoy and Tamsui—Per *Formosa* to-morrow, the 30th instant, at 5 P.M.

For Shanghai and Kobe—Per *Trinan* on Sunday, the 1st Oct., at 9 A.M.

For Singapore, Penang and Bombay—Per *Biagno* on Monday, the 2nd Oct., at 11 A.M.

For Singapore, Penang and Calcutta—Per *Catherine* Aepor on Monday, the 2nd Oct., at 2 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Monday, the 2nd Oct., at 4 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Atrila* on Monday, the 2nd Oct., at 5 P.M.

For Saigon—Per *Quarta* on Monday, the 2nd Oct., at 5 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China* on Tuesday, the 3rd Oct., at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tatyan* on Tuesday, the 3rd Oct., at 11 A.M.

For Bangkok—Per *Malaya* on Tuesday, the 3rd Oct., at 5 P.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Wednesday, the 4th Oct., at 4 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Friday, the 6th Oct., at 4 P.M.

For Amoy, Shanghai, Moji, Kobe, Yokohama and Portland, Or.—Per *Momulmukshu* on Saturday, the 7th Oct., at 11 A.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Monday, the 9th Oct., at 4 P.M.

For Amoy, Shanghai, Moji, Tuticorin, &c.—Per *Sachsen* on Tuesday, the 10th Oct., at 5 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Wednesday, the 11th October, at 4 P.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Friday, the 13th Oct., at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 15th Oct., at 11 A.M.

Battleships.

Aschim, 1st class, 13,400 tons, 38 guns, 14,000 h.p., at Yokohama.

Uji, 1st class, 11,450 tons, 35 guns, 14,000 h.p., at Nagasaki.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 3,400 h.p., at Manila.

Yatsushiro, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.

Ushidashi, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimizu.

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.

Hyiei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.

Teiyen, and class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 27 guns, 15,500 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.

Yanawa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takatsuki, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Atsuta, protected cruiser, 1st class, 3,150 tons, 26 guns, 8,500 h.p.

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.

Akatsuki, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p.

Takama, 2nd class, 1,764 tons, 15 guns, 2,400 h.p.

Yayama, 3rd class, 1,600 tons, 10 guns, 5,630 h.p.

Tsukushi, 3rd class, 1,380 tons, 12 guns, 2,837 h.p.

Bloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.

Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.

Yamato, 1,480 tons, 10 guns, 1,600 h.p.

Tenryu, 1,550 tons, 10 guns, 1,105 h.p.

Kanoin, 1,360 tons, 10 guns, 1,125 h.p.

Amagi, 1,030 tons, 13 guns, 720 h.p.

Torpedo-boats.

Oshima, 620 tons, 10 guns, 1,300 h.p., at Kanko.

Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.

Atago, 620 tons, 10 guns, 700 h.p.

Miyai, 620 tons, 10 guns, 700 h.p.

Chikaki, 620 tons, 10 guns, 700 h.p., at Fusan.

Seko, 572 tons, 4 guns, 400 h.p.

Iwaki, 600 tons, 6 guns, 400 h.p.

Chinto, 490 tons, 5 guns, 472 h.p.

Chinetsu, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Fui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-boats.

Tatuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusu, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

14 boats (Cressut), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Norman), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Ringo, armoured cruiser, 2,550 tons, 10 guns, 800 h.p.

(used as gunnery training ship.)

Kaniji, sailing-ship, 87 tons, 6 guns.

(used as training ship.)

Manjiu, sailing-ship, 87 tons, 6 guns.

(used as training ship.)

Trikuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.

(used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns.

(used as a hulk.)

Jingel wooden paddle-steamer, 1,465 tons, 2 small guns.

(used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Faishan, British steamer, 2,260, J. Dick, — Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones, — Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,800, A. N. Patrick, — Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,235, C. V. Lloyd, — Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain —, — Hongkong, Canton, & Macao Steamboat Co.

Tai-on, British steamer, 728, Goblouski, — Tai On Steamship Co.

Chun Wai, British steamer, — Kwong Wai S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, — Hongkong, Canton, and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison, — Hongkong, Canton, and Macao Steamboat Co.

Klangtung, Chinese steamer, 583, Holmes, — China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, J. J. Losslerer, — Hongkong, Canton, and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40, — Ah Yon.

Sun Chow, Chinese steamer, — Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.

Cheung Kong, Y. Kiu, 56, — Kwong Wan S.S. Co.

Lil, American lorch.

Wuchow, British steamer, R. D. Thomas, — Hongkong, Canton, and Macao Steamboat Co.

Samshui, British steamer, Summers, — Hongkong, Canton, Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Russing, lorch, — Co. Reynolds, Hongkong to Canton, — Hung Kum Sing.

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